AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-12. (Canceled)

13. **(New)** An internal combustion engine, in particular with fuel direct injection, having an exhaust treatment system for reducing pollutants in the exhaust, the exhaust treatment system comprising

a reservoir containing an active ingredient,

a delivery device for delivering the active ingredient,

an injection device for injecting the active ingredient into the exhaust, and

a pressure reservoir that is fed by the delivery device

the pressure reservoir being able to store the active ingredient under pressure and being directly connected to the injection device.

14. **(New)** The internal combustion engine according to claim 13, wherein the delivery device comprises a presupply pump and a high pressure pump.

15. **(New)** The internal combustion engine according to claim 13, further comprising a pressure regulating device connected to the pressure reservoir.

16. **(New)** The internal combustion engine according to claim 14, further comprising a pressure regulating device connected to the pressure reservoir.

17. **(New)** The internal combustion engine according to claim 13, further comprising a control and/or regulating device, which controls and/or regulates the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and/or the duration (TI_UID) of an injection of the active ingredient as a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine.

18. **(New)** The internal combustion engine according to claim 16, further comprising a control and/or regulating device, which controls and/or regulates the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and/or the duration (TI_UID) of an injection of the active ingredient as a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine.

19. **(New)** The internal combustion engine according to claim 13, wherein the delivery device, the pressure reservoir, and/or the injection device are of the type used in direct-injecting fuel systems.

20. **(New)** The internal combustion engine according to claim 16, wherein the delivery device, the pressure reservoir, and/or the injection device are of the type used in direct-injecting fuel systems.

21. **(New)** The internal combustion engine according to claim 17, wherein the delivery device, the pressure reservoir, and/or the injection device are of the type used in direct-injecting fuel systems.

22. **(New)** The internal combustion engine according to claim 13, wherein the active ingredient is urea.

23. **(New)** The internal combustion engine according to claim 16, wherein the active ingredient is urea.

24. **(New)** The internal combustion engine according to claim 17, wherein the active ingredient is urea.

25. **(New)** The internal combustion engine according to claim 22, further comprising means to heat the pressure reservoir.

26. **(New)** A method for operating an internal combustion engine according to claim 13, wherein the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the

pressure reservoir, the time at which the injection of the active ingredient occurs, and/or the duration (TI_UID) of the injection of the active ingredient depend on the current operating parameters (N, RA, RF, TMOT, TASP, HASP, TSCR, NOX, LAMDA) of the internal combustion engine.

27. **(New)** A method for operating an internal combustion engine according to claim 17, wherein the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and/or the duration (TI_UID) of the injection of the active ingredient depend on the current operating parameters (N, RA, RF, TMOT, TASP, HASP, TSCR, NOX, LAMDA) of the internal combustion engine.

28. **(New)** The method according to claim 26, wherein the operating parameters include a speed (N) of a crankshaft, a torque of the engine, a fuel mass (RF) injected into a combustion chamber, a temperature (TMOT) of the engine, a temperature (TASP) of the ambient air, a humidity (HASP) of the ambient air, a temperature (TSCR) before and/or after a catalytic converter, an NO_x and/or NH_3 content (NOX) in the exhaust, and/or a fuel/air ratio (LAMBDA) in the combustion chamber or an equivalent value (RA).

29. **(New)** A computer program, characterized in that it is programmed to be used in a method according to claim 26.

30. **(New)** A computer program, characterized in that it is programmed to be used in a method according to claim 26.

31. **(New)** An electric storage medium for a control and/or regulating unit of an internal combustion engine, operable to store a computer program to be used in a method according to claim 26.

32. **(New)** A control and/or regulating unit for an internal combustion engine, the unit being programmed to be used to perform the method according to claim 26.